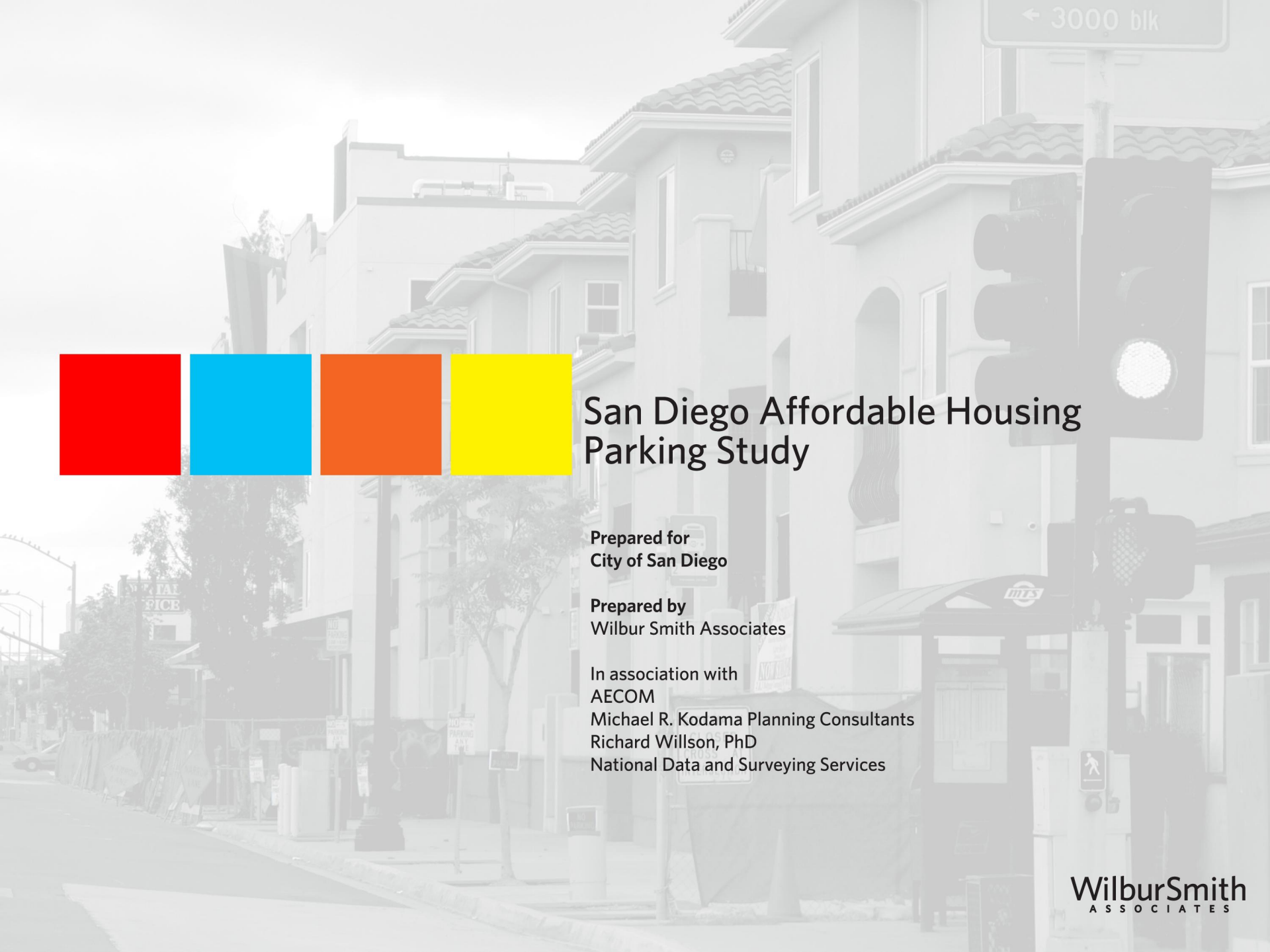


San Diego Affordable Housing Parking Study

Prepared for
City of San Diego

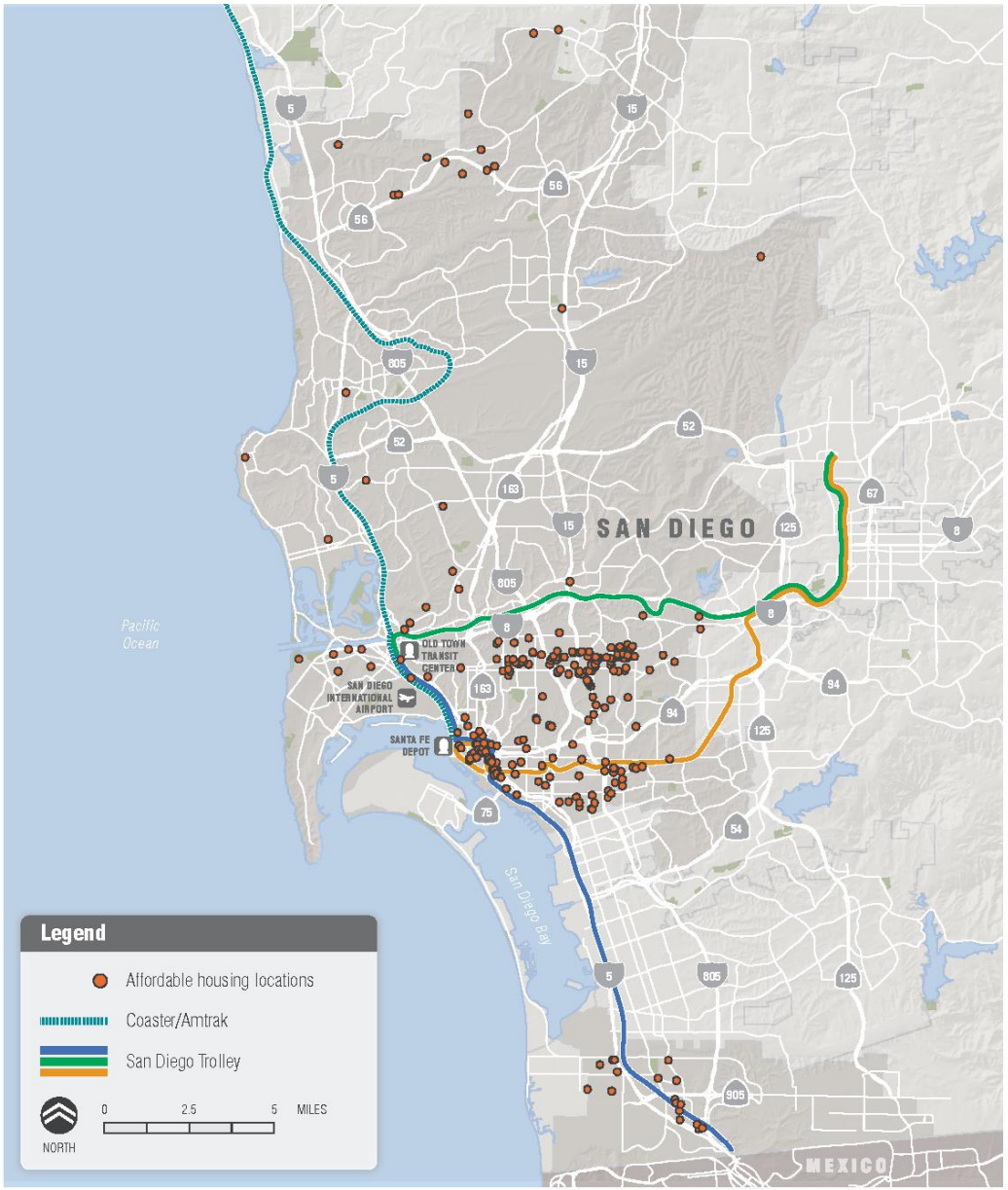
Prepared by
Wilbur Smith Associates

In association with
AECOM
Michael R. Kodama Planning Consultants
Richard Willson, PhD
National Data and Surveying Services

WilburSmith
ASSOCIATES

Project Data Collected

- Project characteristics
  - Unit mix, housing type, project type, parking demand
- Neighborhood context
  - Transit availability, frequency, sidewalks, bike facilities
- Resident characteristics
  - Household size, auto ownership, parking habits



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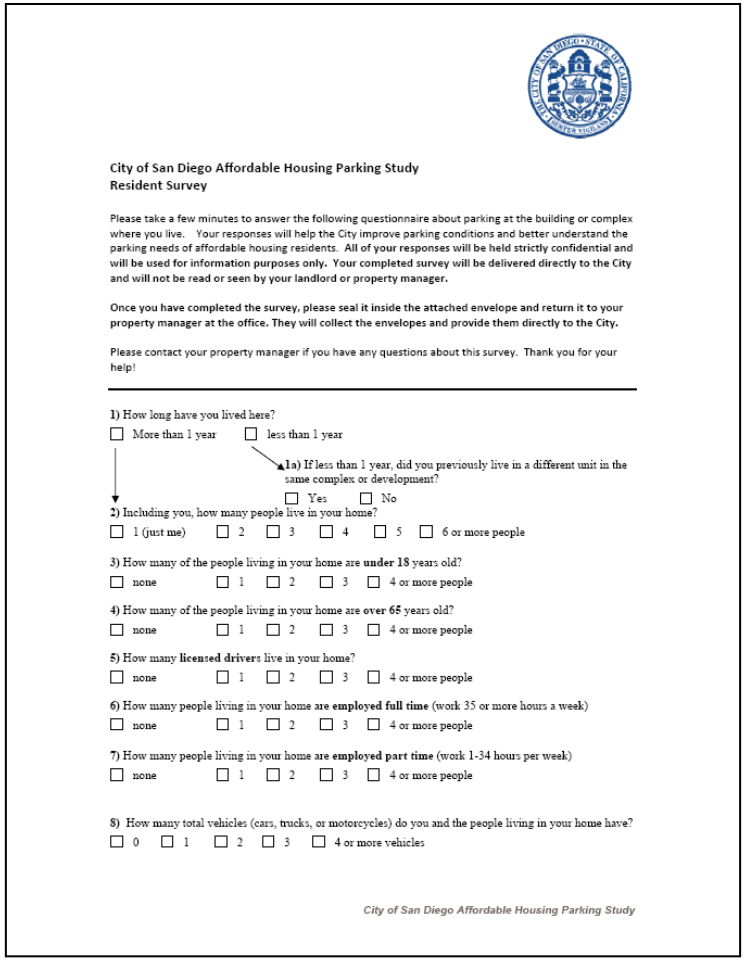
Data Collection Methods

- Household Survey at selected properties
  - 34 sites
  - 2,780 households
  - 40% return
- Annual Eligibility Survey (income data)
- On-site parking data collection (21 sites)



City of San Diego Affordable Housing Parking Study
Resident Survey

Please take a few minutes to answer the following questionnaire about parking at the building or complex where you live. Your responses will help the City improve parking conditions and better understand the parking needs of affordable housing residents. **All of your responses will be held strictly confidential and will be used for information purposes only. Your completed survey will be delivered directly to the City and will not be read or seen by your landlord or property manager.**

Once you have completed the survey, please seal it inside the attached envelope and return it to your property manager at the office. They will collect the envelopes and provide them directly to the City.

Please contact your property manager if you have any questions about this survey. Thank you for your help!

1) How long have you lived here?
☐ More than 1 year ☐ less than 1 year

1a) If less than 1 year, did you previously live in a different unit in the same complex or development?
☐ Yes ☐ No

2) Including you, how many people live in your home?
☐ 1 (just me) ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 or more people

3) How many of the people living in your home are **under 18** years old?
☐ none ☐ 1 ☐ 2 ☐ 3 ☐ 4 or more people

4) How many of the people living in your home are **over 65** years old?
☐ none ☐ 1 ☐ 2 ☐ 3 ☐ 4 or more people

5) How many **licensed drivers** live in your home?
☐ none ☐ 1 ☐ 2 ☐ 3 ☐ 4 or more people

6) How many people living in your home are **employed full time** (work 35 or more hours a week)
☐ none ☐ 1 ☐ 2 ☐ 3 ☐ 4 or more people

7) How many people living in your home are **employed part time** (work 1-34 hours per week)
☐ none ☐ 1 ☐ 2 ☐ 3 ☐ 4 or more people

8) How many total vehicles (cars, trucks, or motorcycles) do you and the people living in your home have?
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 or more vehicles

City of San Diego Affordable Housing Parking Study

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Site Selection Process

Selection of Sites for Survey & Data Collection

- Several databases of sites from city combined cleaned up to in two steps & geocoded *- 138 sites*
- Site selection tool applied to keep existing 138 sites characteristic distribution *– 50 sites*
  - Project type & size
  - Land use & transit characteristics
  - Geographic distribution
- Site managers contacted for participation in survey *– 34 sites*
- On-site parking data collection conducted *– 21 sites*
  - Meets original site characteristic distribution
  - Survey response rates >20%

Data Analysis & Model Findings

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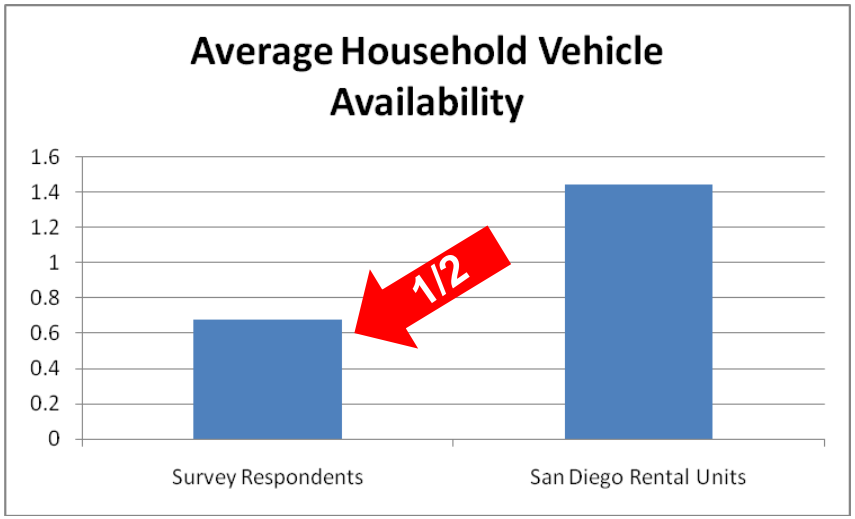
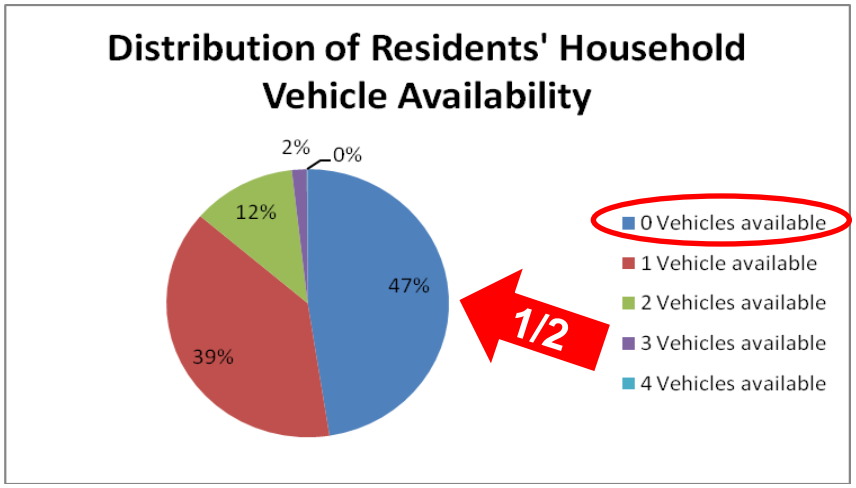
Vehicle Availability for AFH Residents

- Household vehicle availability is almost ½ the average for all rental housing in San Diego
- Almost ½ of affordable households surveyed had no vehicle





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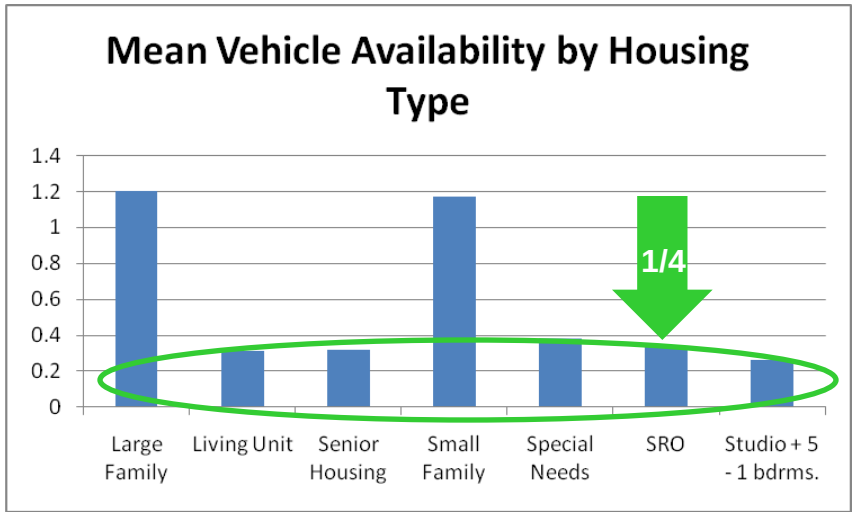
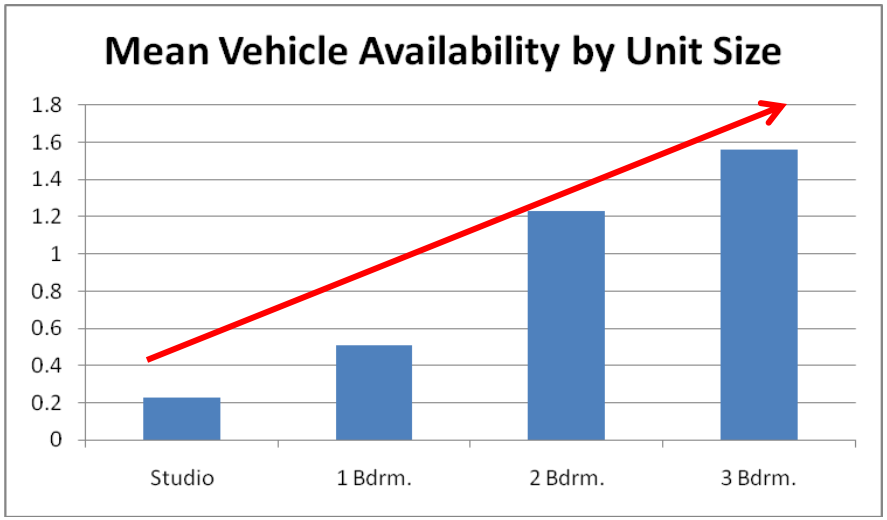
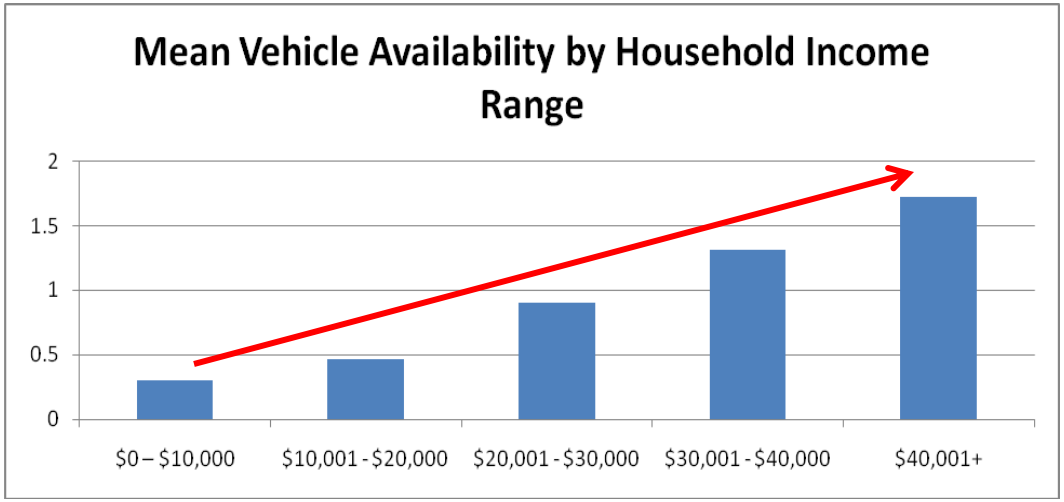
Source: City of San Diego Affordable Housing Survey

Vehicle Availability by Housing Type & Unit Size







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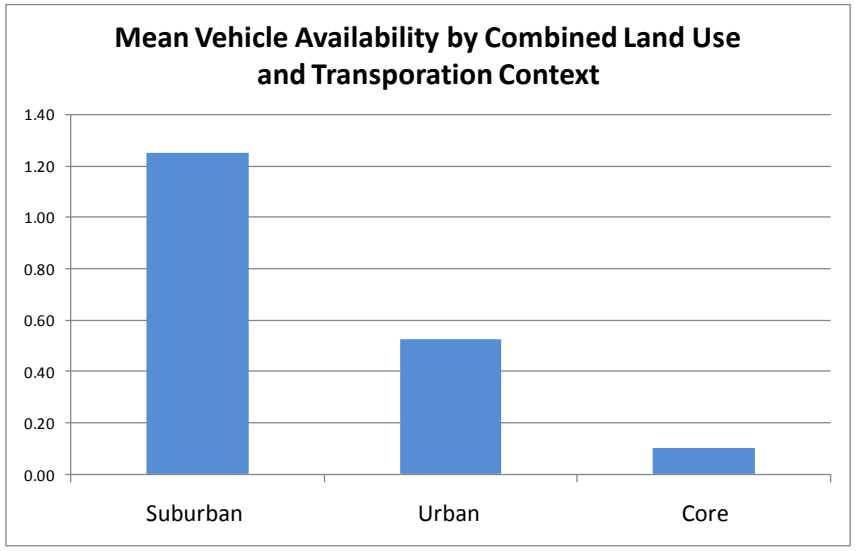
Source: City of San Diego Affordable Housing Survey

Vehicle Availability by Transit & Land Use

- Household vehicle availability is higher in areas that are
  - Less conducive to walking and
  - Have more limited access to transit.
- Transit use is measured in terms of peak hour rail transit trips within ½ mile and bus transit trips within ¼ mile
- Land use index is based on the number of destinations within ½ mile.



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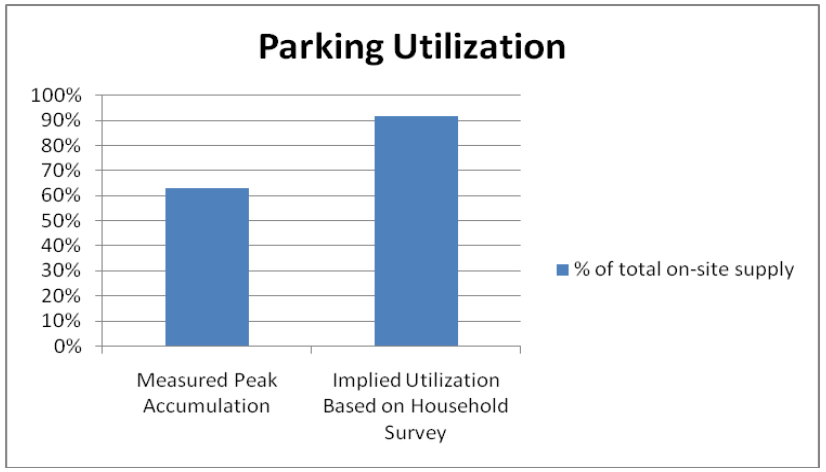
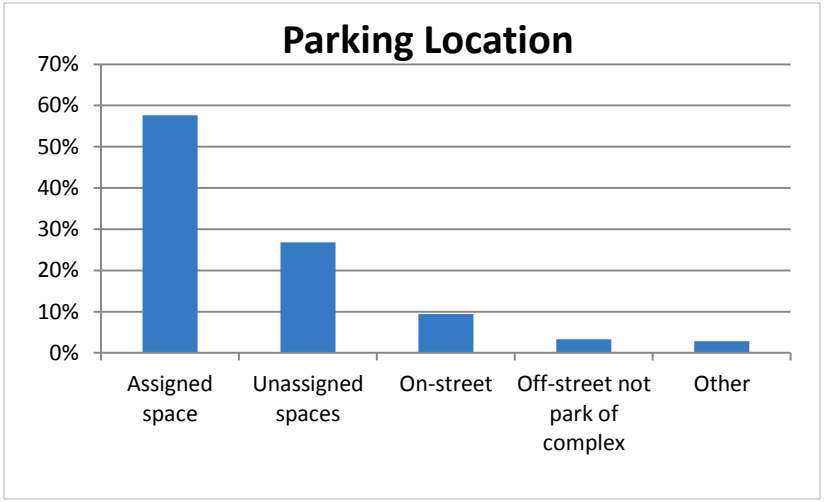
Source: City of San Diego Affordable Housing Survey

Parking Utilization & Location

Reported vehicle availability was greater than measured overnight occupancy

- On-site parking utilization data (On-site and on-street) indicated parking was less utilized than the household survey responses implied.
- Of households that parked a vehicle – most parked on-site. 35.3% of households indicated they had an one or more assigned spaces.
- Most visitors parked on-street (54.5%); 16.7% parked in designated visitor parking.





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Source: City of San Diego Affordable Housing Survey, On-site Data Collection

Parking Model Findings

Parking Model Concept

1. Based on vehicle availability, by type of unit, number of bedrooms, and transit access
2. Adds estimated visitor parking, staff parking
3. Allows for adjustments for vacancy rate and the impact of pricing

Number of Units	Unit Composition				Parking Rate			Parking Spaces
	Suburban	Urban	Core		Suburban	Urban	Core	
1 Bedroom	5	0	0		1	0.6	0.33	5
2 Bedroom	20	0	0		1.3	1.1	0.5	26
3 Bedroom	50	0	0		1.75	1.4	0.75	88
4 Bedroom	0	0	0		2	1.5	1	0
Total units	75	0	0	Visitor parking rate	0.15	0.15	0.05	11
				Staff parking rate	0.05	0.05	0.05	4
Notes:	Total n = 342				Parking demand assuming free parking			134
		= input area			Vacancy factor			1.10
		= no data, estimate			Pricing factor			1.00
					Parking supply recommended			147

Parking Model Results

Comparison of Spaces Required Under Different Standards[1]

Type	Project	Current Code with no reductions	Current Code with reduction for "very low income" or "transit area adjustment"	Current code with reductions and density bonus adjustments	Parking Model Results	Actual spaces supplied	Observed parking usage
Studio	Via Harvey Mandel, 90 units, CCPD	22	N/A	N/A	33	26	20
Family (large)	Beyer Courtyard, 60 units	153	136	108	114	118	19
	Windwood Village, 92 units	223	196	151	149	195	144
	Seabreeze Farms, 38 units	96	85	68	65	73	N/A
	Gateway Family, 42 units	108	96	76	62	92	N/A
Family (small)	Regency Center, 100 units	198	168	97	142	100	N/A
SRO	Island Inn, 197 units, CCPD	87	N/A	N/A	43	86	52
	Studio 15, 275 units, CCPD	85	N/A	N/A	61	55	N/A
Senior	Renaissance Seniors, 96 units	178	149	68	87	103	37
	San Diego Apartments, 16 units	28	23	10	13	4	N/A
	Horton House, 153 units, CCPD	Conditional use	N/A	N/A	48	17	14

Notes: 1. Model assumes a vacancy rate of 10%. Some assuming classified as living unit, 50% AMI, or 0.2 spaces per unit; requirement for less or equal to 40% AMI is zero spaces.

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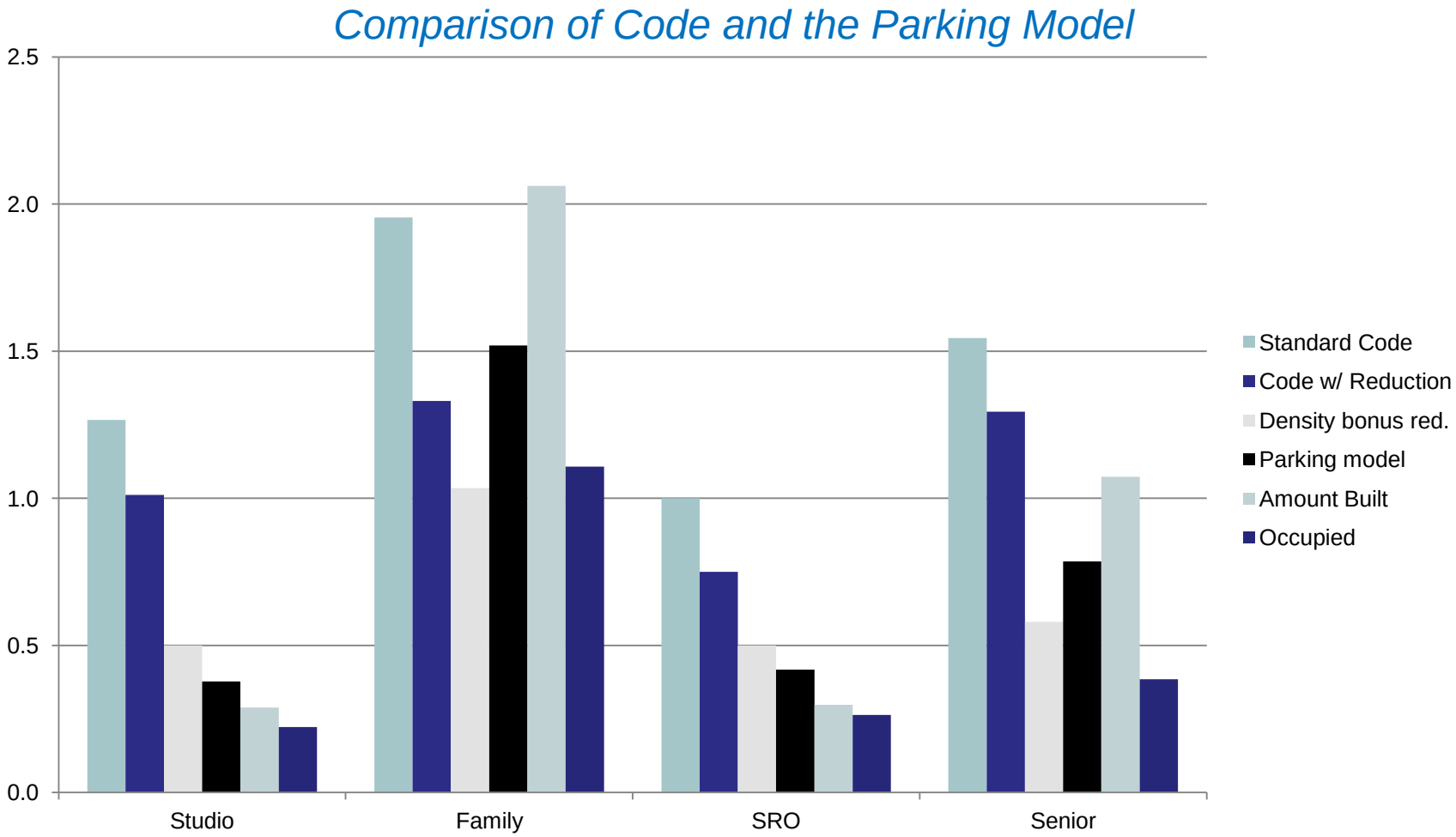
Parking Model Results



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Moving from Demand Measurements to Requirements

1. Demand is the starting point for rates but not the final word
2. Actual rates involve a series of policy decisions
3. Rates should be linked to broad transportation, land use and housing goals,
4. Rates should be considered in the context of on-street parking management.

Recommendations

Use model to create a lookup table of new affordable housing parking requirements based on each housing type, bedroom count, and walkability/transit context.

1. Develop requirements based on the following affordable housing types
   - Family housing, senior housing, living unit/SRO housing, studio/1 bedroom, special needs

Recommendations

2. Develop requirements using the *mean (average) level of vehicle availability* at the household level
3. Develop requirements using the *walkability/transit* availability indices (suburban, urban, core)
4. 10% base *vacancy factor* should be adjusted to consider assigned vs. unassigned parking.
5. Institute *unassigned parking* to optimize on-site supply.
6. *Visitor parking* (per ULI) 0.15 spaces/unit, may be set to zero for dense urban areas, or for complexes with unassigned parking.
7. Staff parking should be considered on a case-by-case basis, with a 0.1 staff parking rate considered for staff intensive developments
8. Parking management tools and travel demand management strategies should be considered for appropriate developments to supplement minimum parking requirements reform

Parking pricing/unbundling and tandem parking were found not applicable and were not included in model

Lookup Table

Type of project		A. Total units	B. Studio Sub./Urb. / Core	C. 1 BR Sub./Urb. / Core	D. 2 BR Sub./Urb. / Core	E. 3 BR Sub./Urb. / Core	F. Subtotal for units (sum B3 – E3)	G. Visitor parking (G2*A1)	H. Staff parking (H2*A1)	I. Subtotal w/ staff + visitor (F3+G3+H3)	J. Total requirement with vacancy factor adjustment (I3*J2) Vacancy adj./no vacancy adj.
Family Housing	1. Units										
	2. Rate		N/A	1.0/0.6/ 0.33	1.3/1.1/ 0.5	1.75/1.4/ 0.75		0.15	0.05		1.1/1.0
	3. Spaces										
Living Unit/ SRO	1. Units										
	2. Rate		0.5/0.3/0. 1	N/A	N/A	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Senior Housing	1. Units										
	2. Rate		0.5/0.3/ 0.1	0.75/0.6/ 0.15	1.0/0.85/ 0.2	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Studio – 1 bed-room	1. Units										
	2. Rate		0.5/0.2/ 0.1	0.75/0.5/ 0.1	N/A	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Special Needs	1. Units										
	2. Rate		0.5/0.2/ 0.1	0.75/0.5/ 0.1	N/A	N/A		0.15	0.10		1.1/1.0
	3. Spaces										

NEXT STEPS

- Land Development Code Amendment Outreach
  - Technical Advisory Committee (TAC)
  - Code monitoring Team (CMT)
  - Community Planners Committee (CPC)
  - E-Blast for public review and comment
  - Web posting
- Planning Commission
- City Council
- California Coastal Commission